sented. The first is on striking out the provision restricting the amount of mileage to \$1,000 on this side, and \$2,000 on the other side of the Rocky Mountains. This is the question on which I now ask a vote; the other I have not raised, and shall leave it to some other Senator to do so. I allude to the

following provision:

"Nor shall any member of the Senate receive mileage for any session of that body which may be called within thirty days after the adjournment of both Houses of Congress, unless the travel for which such mileage is charged has been actually referenced."

performed."

Mr. WALKER. In order that there may be no further misunderstanding on the subject, I will read what it is proposed to strike out. [Mr. W. then read the clause as moved to be stricken out by Mr. DICKINSON.]

Mr. BADGER. I shall vote for this amendment, sir; and after the question is taken, whether the amendment pervails or not, I shall submit a motion to strike out the resident of the provise now provails or not, I shall submit a motion to strike out the residue of the proviso. The particular part of the proviso now proposed to be stricken out is one which I look upon as vicious in principle and wrong and injurious to a considerable number of the members of this body and of the other house, and even if it were free from those objections, it is brought forward in a manner so objectionable as not to be entitled to the support and consideration of the Senate. In the first place, I say that, it is vicious in principle. It undertakes to establish a rule by which the mileage of members of Congress is to be computed, that has no foundation in reason or in justice. No member residing east of the Rocky Mountains is to receive more than \$1,000, and no member residing west of them is to receive more than \$2,000! As if the difference between the distances of members residing east or west respectively, of this range of mountains from the Capitol, was so very inconsiderate as amongst themselves, that no larger sum should be allowed to any of them living east of that range than \$1,000! A member may come here, who, according to the existing rate of compensation, shall be entitled to \$2,500—that is, the distance from his residence shall be more than twice as great as the former—and yet he is entitled to \$2,500—that is, the distance from his residence shall be more than twice as great as the former—and yet he is entitled to sensity and the provision of the part of of the be more than twice as great as the former—and yet he is en-titled to receive no more than the \$1,000. I pray you, sir,

where is the justice, reason, or propriety in such a provision as that? In my judgment there is none. In the next place it is proposed to estimate the distance upon a totally false principle of computation, and one utterly irreconcilable and inconsistent with the subsequent part of the proviso, which is not embraced by this motion, but which will be embraced by a motion I shall submit to the Senate.

Mr. BERRIEN moved to strike out all of the proviso. Mr. BERRIEN moved to strike out all of the proviso.

Mr. BADGER. I am sorry the motion did not embrace
the whole subject. The proposition reads, "the mileage of
Senators, Representatives, and Delegates shall hereafter be
computed on the route by which the mails are transported."
Pray, why should the route by which mails are transported be
selected, any more than the route pursued by the telegraph
wires? No reason can be assigned for it. It is perfectly arbitrary, and the House of Representatives might just as well
have taken any other imaginable rule. Why should it be
selected? If the mail route be the usual road of travel,
then there is no need of the provision at all, for by the law as selected? If the mail route be the usual road of travel, then there is no need of the provision at all, for by the law as it stands we are restricted to the usual road. I pray you, then, what has the mail route to do with the compensation of a member? If the mail could be transported between two points on a distance of 200 miles, what possible relation, what imaginable connexion can there be between that fact what imaginable connexion can there be between that fact and the compensation of a member whose usual road of travel between these points should be 2,000 miles? None in the world. But then, in the next place, those who framed this proposition were entirely inconsistent with themselves, and by the subsequent part of the clause they have themselves demonstrated the falsity of the rule laid down in the first part of it. The first part of it declares, as I have stated, that the mileses shall be computed, not according to the usual road. mileage shall be computed, not according to the usual road of travel but by the distance of the mail route, and then the subsequent part of the proposition is that in the circumstances there mentioned no member of this body shall receive milethere mentioned no member of this body shall receive mileage unless the travel for which such mileage is charged has been actually performed. Well, now, if he is to be paid for actually performing the travel, is it not undeniable that he should be paid according to the route travelled? If the mail route is to be selected, if that is to be the route by

which his compensation is computed, I pray you, what have we to do with actual travel? So that, in any point of view in which the matter can be presented, it is, to my mind, unjust and unreasonable. of yet higher moment. I have no personal interest in this question—no more than any gentleman in the United States who is not a member of Congress. If I were capable, which I trust I am not, of being influenced by any considerations merely personal to myself and eotirely irrespective of what is due to others, I should feel no interest in this subject at all. But here it is represent to either down the milescent of contracts. But here it is proposed to strike down the mileage of gentle-men who belong to this House and to the other, so that it shall not exceed the sum of one thousand dollars. Well, what is the compensation given for 'The constitution says it is given for our services, and most undoubtedly the consti-tution did not intend that we should serve for less than would pay our expenses while we were engaged in rendering those services. Now, I have a very simple and easy mode of satisfying myself as to what is just and right towards others. It is this—if to my own pay and mileage were added the largest amount of mileage which is received by any member of this body, which I believe is that paid to the Senator from Texas, not now in his seat (Mr. Housron,) some \$2,500, I should still find myself, at the end of the session, several hundred

still find myself, at the end of the session, several hundred dollars behindhand in paying my expenses.

A Senator. You must have been extravagant.

Mr. BADGER. No, sir, I am not extravagant; my friend is mistaken. Now, if there is any gentleman who is a member of this body whose compensation, under the law as it now exists, will enable him to defray his expenses here, I, for one, will never give my consent to reduce that compensation below what is the least the constitution of the United States must have intended every member of Congress should have. But this is not stating the whole matter. I know how it is myself; my own private professional business at have. But this is not stating the whole matter. I know in how it is myself; my own private professional business at home is utterly destroyed and gone, near as I live to the seat of government; and, as a matter of course, gentlemen who come here from distant districts, and whose homes are thousands of miles from the seat of government, must find that effect produced on them in an equal degree as on myself. Then I have another mode of ascertaining what is right and proper towards others by putting myself in their place. Now, I would far rather attend a session of Congress in Washington, without a cent of mileage, than to attend one at St. Louis, or even at Louisville, or any other of those attractive places in the far West, if the mileage was \$5,000. It makes places in the far West, if the mileage was \$5,000. It makes a vast difference to a gentleman to be able to be where, under extraordinary circumstances, he can command a communication with his family, or can transfer himself to his home and give his personal attention to his business with the least possible delay. Now, I have heard a great deal said, and possible delay. Now, I have heard a great deal said, every body else has heard it said throughout the country—it is in the newspapers, it is talked on the stump, and it is said sometimes on the floor of Congress—about the abuses, the

is in the newspapers, it is talked on the stump, and it is said sometimes on the floor of Congress—about the abuses, the outrages, and the impositions of this system. Sir, I do not admit the truth of these charges. I say that the compensation—the largest that is paid—is not too much; and I should be sorry, because I cannot level up my own compensation to what is right, to be disposed to level down that of others below what is right. I regret that this matter has been presented to the again in this form by the House of Representatives.

Mr. President, I have other objections to this measure. I agree with the distinguished gentleman who, at the commencement of this session, was one of the Senators from South Cerolina, and who two years ago took decided and strong, and, as I thought, just and proper views on this subject. I am for a large mileage. I am so independent of all the considerations I have stated, because I represent an Atlantic constituency, and because I would fasten this seat of government to its present location for all time, or as long as this Union shall last, which I hope will be for all time. And, although I am perfectly satisfied myself that under the constitution Congress has no more power to remove the seat of government than it has to reposel the constitution. although I am perfectly satisfied myself that under the constitution Congress has no more power to remove the seat of government than it has to repeal the constitution—though I am satisfied that the whole authority of Congress is functus officio—was exhausted and ended when it accepted this territory for the seat of government, and that it then became the permanent seat of government, and its location a part of the constitution itself—yet still, we all know that when men have the disposition and will to accomplish a thing, the means will not be long found wanting. And I am not for giving will not be long found wanting. And I am not for giving gentlemen, who come here at great trouble and inconvenience to themselves and at great loss in their private affairs, and if they do not receive an adequate compensation, withthe necessary consequence of adding to it, the breaking up of all their social and domestic connexions during a long session of Congress—I am not for giving them or their constituents a motive to desire a removal of the seat of government. I do not want to set it moving towards the Rocky mountains—whether it shall go the other side or stop on this side; I want it to remain here, where our fathers placed it. I want it to stand for all time as one permanent seat of the Government of the United States.

Mr. CHASE. I had no design, when I stated that I was mileage.

right, and not desiring to occupy the time of the Senate by discussion, I shall content myself with asking for the yeas and nays.

The yeas and nays were ordered.

The yeas and nays were ordered.

Mr. DECKINSON. The effect will be to leave the law procisely as it now is, except that Senators will not be allow.

Mr. CHASE. If I understood the chairman of the committee correctly, he stated before that the proposition in regard to constructive mileage. And the work of the stated before that the proposition in regard to constructive mileage, and is agreed to. The question that we are now to vote on, then, is simply, shall the House provision, which limits the mileage to \$3,000 on the west side of the Rocky Mountains, and to the comment of mileage, and is grosely unequal. The effect of the proposition as it came from the House, of leading to any debate, nor of a member should bear some proportion to their expenses. That is true. I am in favor of a fair and propose to protrect the discussion beyond a brief explanation of which when the actual travel must be performed. Why thirty days after the adjournation of which may be called within thirty days after the adjournation of which they may be acted to a discussion beyond a brief explanation of members should bear some proportion to their expenses. That is true. I am in favor of a fair and propose to protrect the discussion beyond a brief explanation of members should bear some proportion to their expenses. That is true. I am in favor of a fair and propose to protrect the discussion beyond a brief explanation of members should bear some proportion to their expenses. That is true. I am in favor of a fair and propose to protrect the discussion beyond a brief explanation of members should bear some proportion to their expenses. That is true. I am in favor of a fair and propose and the proposition of members should bear some proportion to their repenses. The time the proposition is a propor one at all, it is just as after the adjournation of which they may be acted to a fai in favor of a fair and proper rate of compensation; and if Senators think that the present rate is not large enough, let them bring forward a proposition to increase it. But let it be increased under its own name—compensation not that of mileage, and let it be equal to all. The object of this proposition from the House, if I understand it, is to equalize, in some degree, the compensation of members of Congress, which it is well known is now made up of the items of per diem and mileage, and is grossly unequal. The effect of the proposition, if agreed to, will be not to equalize it perfectly by any means, but merely to approximate towards what is desirable. There is no reason for paying one member vastly more than another. The services of a member who comes from Ohio, for instance, are worth no more than those of a member who comes from Maryland. And yet the difference in compensation arising out of difference of mileage is very considerable. By adopting the limitations proposed by the House we shall make a beginning towards equality. This matter has been discussed here too much, as if Senators alone were concerned in it. But such is not the fact. The members of the other house are quite as largely concerned and are quite as likely to express the true judgment of the country on this question as we are. Their opinion is in favor of a reduction of the larger amount of mileage. It is in favor of ixing a limit beyond which, on this side of the Rocky mountains and on the other, mileage shall not go. That limitation probably goes as far towards equality as is practicable, as things now stand. If the Senator from North Carolina will bring forward any proposition which will accomplish the desired end more efficiently than the bill from the House, I will very cheerfully support it; but I shall oppose every proposition calculated to embarrass this scheme of reduction before us, and thus defeat all reform. I shall prolong this discussion no further.

Mr. EWING. I do not entirely like the proposition of the House, and yet I

the House, and yet I do not know that it would be advisable to strike it out. There is much irregularity in the pay given to members of Congress who live very near together, arising out of the different estimates of mileage. From my State of Ohio there is a very considerable difference, probably of one or two hundred miles, where the individuals reside within twenty or thirty miles of each other, owing to the different mode of estimate which they make of mileage. This is an irregularity which ought to be corrected in some way or other. I do not know which it is best to do—whether to adopt the proposition here, as to the manner in which the mileage shall be computed, or to require it to be computed by the routes on which the mails are transported, on a certificate from the Post Office Department, showing the route and distance, instead of having it merely certified to by the member or Senator himself. Perhaps that might be well. But I do not think the compensation this bill allows to members west of the Rocky Mountains, or those who reside near the base of those mountains, and at such an immense distance from the Capitol, a sufficient one. It allows them but \$2,000 at the outside. It is complained that members from Maryland, and the House, and yet I do not know that it would be advisable outside. It is complained that members from Maryland, and Virginis, and Pennsylvania, and other States near here, do not receive as much compensation as those residing at a greater distance, because the compensation is made up in part of this item of mileage. Now, supposing the mileage to be fairly and truly estimated, I do not think there is any reason in that complaint. The member from Maryland, Virginia, or Pennsylvania, or from any where within a day's reach of the Capitol, can visit his home when his business equires it, no matter what that business may be, and his per

diem goes on during his absence.

The question was then taken on striking out the first clause, and the yeas and nays being ordered and taken, the result was as follows:

YEAS-Messrs. Atchison, Badger, Bell, Benton, Cooper, Davis, of Mississippi, Dickinson, Dodge, of Iowa, Douglas, Downs, Foote, Greene, Houston, Hunter, Jones, Mangum, Mason, Rusk, Sebastian, Smith, Soule, Sturgeon, Walker,

Mason, Rusk, Sepastian, Sinin, Sourc, Stargeon, Walact, and Yulee—24
NAYS—Mesars. Barnwell, Berrien, Bright, Butler, Cass, Chase, Clark, Clay, Dawson, Dodge, of Wisconsin, Ewing, Felch, Gwin, Hale, Hamlin, King, Morton, Norris, Seward, Spruance, Underwood, Wales, and Winthrop—23.

So the motion to strike out was agreed to.

The question was then taken on striking out roviso, in part, as follows:

"And provided further, That no member of either branch of Congress, residing east of the Rocky mountains, shall receive more than one thousand dollars mileage for each session; and no such member or delegate residing west of the Rocky mountains shall receive more than two thousand dollars mileage for each session." The yeas and nays having been ordered, they were taken,

The yeas and nays having been ordered, they were taken, with the following result:

YEAS—Messrs. Atchison, Badger, Barnwell, Bell, Benton, Bright, Butler, Cass, Clarke, Cooper, Davis, of Mississippi, Dickinson, Dodge, of Wisconsin, Dodge, of Iowa, Douglas, Downs, Ewing, Felch, Foote, Fremont, Greene, Gwin, Hale, Houston, Hunter, Mangum, Mason, Morton, Pearce, Rusk, Sebastian, Smith, Soule, Sturgeon, Walker, Yulee—36.

NAYS—Messrs. Berrien, Chase, Clay, Dawson, Hamlin, Norris, Seward, Spruance, Underwood, Wales, Winthrop—11.

Mr. BADGER. I now move to strike out the remaining

It will be observed that this provision, made in the appro

priation bill, has been inserted by the House of Representa-tives for the special benefit—or otherwise, as the case may be—of this body. I shall express no opinion as to the delicacy or propriety of the House of Representatives undertaking to introduce into this bill a provision which is specially aimed to introduce into this bill a provision which is specially aimed at the members of the Senate. That is a question for them, upon which they have a right to form their own conclusion, and act upon it. But, in the first place, I wish to say that the amendment of the law proposed by the House in this proviso is founded upon a total misapprehension, as I think, of the law to which it applies. That proviso is, that no member of the Senate shall receive mileage for any session called within thirty days after the adjournment of both Houses of Congress, unless the travel for which such mileage is charged has been actually performed. Now, sir, there is not one word, syllable, or letter in the act of 1818 which either expresses or implies that any distance is to be travelled as a word, syllable, or letter in the act of 1818 which either expresses or implies that any distance is to be travelled as a condition to receive compensation for mileage. It is an act fixing the compensation of the members of the two Houses of Congress, and the provision in that law is intended to give them a "compensation" composed of two estimated sums; one a per diem allowance during the attendance of the members upon the duties of their respective houses, and the other a certain sum of money, to be computed by the distance from their respective residences to the seat of Congress; not for their respective residences to the seat of Congress; not for their respective residences to the seat of Congress; not for their respective residences to the seat of Congress; not for their respective residences to the seat of Congress; not for their respective residences to the seat of Congress; not for the means of life. If I were to live here alone, if I were to retuse myself the exercise of that reasonable amount of hospitality which, without ostentation or extravagance, I am accustomed to dispense at home, I freely concede to the honorable Senarous do not consider the exercise of that reasonable amount of hospitality which, without ostentation or extravagance, I am accustomed to dispense at home, I freely concede to the honorable Senarous do not consider the exercise of that reasonable amount of hospitality which, without ostentation or extravagance, I am accustomed to dispense at home, I freely concede to the honorable Senarous do not consider the exercise of that reasonable amount of hospitality which, without ostentation or extravagance, I am accustomed to dispense at home, I freely concede to the honorable Senarous do not constant a constant and the exercise of that reasonable amount of hospitality which, without ostentation or extravagance, I am accustomed to dispense at home, I freely concede to the honorable Senarous do not constant a constant and the exercise of that reasonable amount of hospitality which, without one a per diem allowance during the attendance of the members upon the duties of their respective houses, and the other a certain sum of money, to be computed by the distance from their respective residences to the seat of Congress; not for travelling, not because it is either required or supposed that, in order to be entitled to it they were required to the control of the contr travelling, not because it is either required or supposed that, in order to be entitled to it, they must necessarily have travelled that distance. The principle of the act is a very obvious one. It is to furnish a compensation to the members of the two Houses for their services, and the mede adopted for arriving at that is by paying a certain amount for the estimated distance of the residence of the members, which certain distance and compensation remain the same, whether the member travels that distance or not. It is very immaterial whether, at the close of a session of Congress, a member. distance and compensation remain the same, whether the member travels that distance or not. It is very immaterial whether, at the close of a session of Congress, a member, either for hip health, or business, or convenience, goes to the Virgin prings, goes to New York, or remains at the seat of go ment. It is a matter of no sort of importance; it never has been supposed to be a matter of any importance; and it cannot be in any mode or shape made a matter of importance. The members of the two Houses are not employed to do travelling; they are not mail agents, they are not postboys, they are not hired to travel. The whole object of the law is obvious; the whole act shows it, because there is not a word said about travelling from the beginning to the end of it. It was supposed that the expense and trouble, upon the whole, of attending a session of Congress in this city, would be greater to one who came from a distance, and generally in proportion to the distance, than to those who lived near; and as a mode adopted for the purpose of accomplishing what was necessary to compensate for the additional inconvenience and expense, the framers of the law added to the per diem for attending the respective Houses, the sum estimated in proportion to the distance. Therefore this particular provision, which I now propose to strike out, is founded upon a misapprehension of the act of 1818.

In the next place, it proposes to introduce into the law what has never been introduced before; that is, to pay members of Congress for actual travel. Now, permit me to say, if this is proper with regard to a special session of Congress.

what has never been introduced before; that is, to pay members of Congress for actual travel. Now, permit me to say, if this is proper with regard to a special session of Congress, it is equally proper with regard to a regular session. Suppose, then, that when Congress adjourns at the end of September, a gentleman finds it more convenient to remain here than to go home, why should his compensation for the next session be lost or diminished? Is he at less expense? Surely not. Are his services less valuable to the country because he has remained here than they would be if he had gone home? Would the country be benefited by his travelling? Are his constituents interested in his travelling? Surely not, Well, if this is true with regard to a regular session of Congress, I beg to know if it is not equally true with regard to a special session of the Senate? I defy any man to show a difference between the two cases.

Well, here is a special session of Congress, called, we will suppose, within ten days after the adjournment of Congress.

mit me to say, that while I would be willing to enter into an investigation of this subject upon a proper occasion and in a proper manner, I, for one, will never be willing to submit to such an attempt as the present at interference with the compensation of Senators, as now established by law.

Mr. CLAY. I hope I may escape the imputation of demagogism in the expression of an opinion of the most decided approbation of the provision which it is now proposed to strike out. Sir, I differ entirely with the Senator from North Carolina on the subject of the allowance for mileage. It never entered into the mind of Congress that mileage was a part of the compensation for services rendered here. It was intended to defray the expenses which a member might incur in travelling from his home to the seat of government. At the time it was first fixed at six dollars for every twenty miles it was not at all unreasonable. The want of facilities for intercourse renall unreasonable. The want of facilities for intercourse ren-dered it proper that it should be fixed at that amount at dered it proper that it should be fixed at that amount at that period. And even in 1818, when the power of steam was not used, both upon water and land, as it is now, when they received eight dollars for every twenty miles travel, it was a proper allowance. But, owing to the great alteration which has taken place in the locomotive powers of man, in consequence of the facilities of intercourse which we now have, I think the sum is higher than it should be. But there is no intention on the rest of the House, in this proposition. I think the sum is higher than it should be. But there is no intention on the part of the House, in this proposition, to disturb this allowance. The Senator from North Carolina says that the House has not shown a proper sense of delicacy towards the Senate, because the Senate alone is to be operated upon by this provision. Cases may arise in which the House may be affected by it also. There may be circumstances requiring a call of a session of the House immediately after the close of a session.

Mr. BADGER. That makes the indulgence the more proper.

Mr. BADGER. That makes the indulgence the more proper.

Mr. CLAY. I differ entirely. We are legislating here upon a common subject, and each House has a right to consider of what may be proper and necessary in respect to the other. The honorable Senator, in the course of his observations this morning, remarked that if twenty-five hundred dollars were added to what he receives both for per diem and mileage, it would be inadequate for his expenses for a year. Sir, if this is the case, I recommend to my friend to practice a little of that economy which I would like to see introduced more extensively into the operations of the Government. His situation reminds me of an anecdote which I beg pardon for relating. I voted for that compensation bill; and on that occasion I addressed an audience which was in favor of all the provisions of the bill, who were to be the recipients of the alcasion I addressed an audience which was in favor of all the provisions of the bill, who were to be the recipients of the allowances so made. Then every body was pleased with the speech, as every body is now pleased with the speech which the honorable Senator from North Carolina has made this morning. And I happened to say what my friend said, that at the end of the session I could not make both ends meet. Some time afterwards I was travelling with my family in the State of Pennsylvania, and I recollect an incident that occurred at Uniontown. I was in my own carriage, and for con-State of Pennsylvanis, and I recollect an incident that occurred at Uniontown. I was in my own carriage, and for convenience I happened to have four horses; not very expensive horses, to be sure, though they looked very well, and were quite pert. My brother-in-law, Mr. Brown, was also travelling in company with me, with his carriage, and his establishment was much finer than mine. While we stopped at Uniontown I stepped into a confectioner's shop, near the hotel, to purchase some articles for the use of the children, and while there the carriages were driven by the shop, and a boy standing by me, not knowing who I was, said to me, "Look at that, look at that; have you ever seen any thing like that in these mountains before? It is no wonder that fallow cannot make both ends meet when he uses such carriages." in these mountains before? It is no wonder that railow cannot make both ends meet when he uses such carriages."

[Laughter.] Now, if my friend from North Carolina incurs a little more expense than is absolutely necessary when he requires an addition of twenty-five hundred dollars to the liberal allowance made us here, I have nothing more to ssy.

allowance made us here, I have nothing more to say.

But the proposition is to revive the practice of constructive mileage. Sir, without desiring to give offence to the present company, I would say that, in my humble opinion, no personal abuse of the privileges which pertain to a member of Congress, as they exist under the present Government, is greater than that growing out of constructive mileage. I will not go into technicality of the law. The principle of mileage was founded upon the actual travel. That is the basis; travel, real or supposed, in every case. Neither in supposition nor in reality can there be any thing but travel to form the basis of the allowance for mileage to members of Congression. portion of that proviso. It is in these words:

"Nor shall any member of the Senate receive mileage for any session of that body which may be called within thirty days after the adjournment of both Houses of Congress, unless the has taken a different view. They are convictions which it is with pleasure to retain the provision made in the House of Representatives; that is, to terminate this system of construc-

> Mr. BADGER. I am extremely obliged to the honorable enator from Kentucky for the advice which he has given me in regard to the regulation of my domestic concerns; but he will permit me to say that I might give him some advice in relation to the same subject which, in my opinion, he would lo well to follow.

> I choose when I come here to bring my family with me; choose when I come here to bring my samily with the; I choose to be at home here; I do not choose for eight, nine, or ten long months of a year to live myself in one place, and to have my family in another. I bring them here to live where I have to live. I cheerfully admit that I could live here at much less cost if I choose to deprive myself of the privilege of asking a friend to dinner, and to cut myself off from the enjoyment of all the domestic and social rela-tions of life. If I were to live here alone, if I were to refuse

Now, Mr. President, to return from this short, but neces sary digression about personal matters, to the question before the Senate. The honorable gentleman from Kentucky con-ceives that constructive mileage is one of the greatest abuses ever practised; and he considers it a clear and undeniable ever practised; and he considers it a clear and undeniable proposition that this allowance for mileage was made for the purpose of covering the expenses of actual travel. The honorable Senator certainly has as much right to entertain and express his opinion as any other man. I differ from him, however, in both particulars; and I may be permitted to say that at no distant day in the past, every member of this body with the exception perhaps of two or three, entertained the opinion which I entertain, and not that which the honorable Senator from Kentucky has expressed.

This question has been considered—fully and ably considered—by gentlemen who had no personal interest in it whatever. The late Vice President of the United States, (Mr. JOHNSON,) and the late Attorney General of the United States, (Mr. JOHNSON,) and I may add that both by the latter and the former gentleman the opinions which I entertain, and

former gentleman the opinions which I entertain, and a expressed, have been established by a train of reasonhave expressed, have been established by a train of reasoning, to my understanding, absolutely conclusive. I will say, also, that gentlemen, members of this body of the highest intellectual capacity—the distinguished gentleman from Massachusetts, for example, now at the head of the State Department; the late distinguished Senator from South Carolina, (Mr. Calboux,) and the gentleman who is now at the head of the Treasury Department—I might mention other names of equal or almost equal fame—were clearly satisfied with that interpretation, that the mileage was just and lawful, and that it was no abuse to avail themselves of that law, and to take what lawfully belonged to them. Now, that is the opinion which I entertain, and upon which I have acted. Every gentleman in this body who thinks, in the first place, that the original interpretation was wrong; or, in the second that the original interpretation was wrong; or, in the second place, who thinks that it would be an abuse to take the money, can adapt his conduct to his opinions. If the original interpretation was wrong, he can vote for retaining this clause; and if he thinks it is an abuse of a right, although clause; and it he thinks it is an abuse of a right, although it is a right, there is no compulsion upon him to take the compensation. I think neither; and so long as the law gives it to me, I shall continue to receive it, until I find that my receipts from the Government exceed my expenditure; and when that event shall happen, I do not say that I will no longer receive it, but I will then take the matter into my nost serious consideration. [Much laughter.]

Mr. DICKINSON. If we are to have these appropria

tions made, it appears to me to be absolutely necessary that this bill should be passed to-day. It is now three o'clock, and there are, doubtless, many amendments yet to be offered. I hope the vote will be taken.

Mr. EWING. I wish to say a word in respect to this

"Nor shall any member of the Senate receive an amount of mileage for any session of that body which may be called within thirty days after the adjournment of both Houses of Congress, exceeding the per diem for members, for the time which shall accrue between the regular and the called session."

If that be inserted it will be reasonable and right. The person who ramains here will receive eight dollars per day, provided his milesge would amount to more than that sum for the period between the sessions. If it would amount to less, let him go home. The man who resides at a greater distance ought not to be kept here for thirty days.

The question ising taken on the amendment to the amendment, it was rejected.

The question is the description of the motion to amend the bill by striking out the description.

ment, it was rejected.

The question then recurred on the motion to amend the bill by striking out the clause as proposed by the Senator from North Carolina.

The yeas and mays being taken on the motion, resulted as

follows:

YEAS—Messrs. Atchison, Badger, Berrien, Clarke, Davis, of Massachusetts, Davis, of Mississippi, Douglas, Downs, Foote, Greene, Gwis, Hale, Houston, Jones, Mangum, Morton, Norris, Rusk, Sebastian, Soule, and Yulee—21.

NAYS—Messrs. Barnwell, Bell, Benton, Bright, Butler, Cass, Chase, Clay, Dawson, Dayton, Dickinson, Dodge, of Wisconsin, Dodge, of Iowa, Ewing, Felch, Hamlin, Hunter, King, Mason, Pearee, Seward, Smith, Spruance, Underwood, Wales, Walker, Whitcomb, and Winthrop—28.

So the motion to strike out was rejected.

So the motion to strike out was rejected.

Mr. BADGER. I move an amendment, which I wish to ave come in at the welfth line, after the word "dollars." I ask the attention of the Senate while I state the nece for it. By the third section of the act of 1818, fixing compensation of members of Congress, it is provided :

"That the said compensation which shall be due to the members of the Sesate, shall be certified by the President thereof; and that which shall be due to the representatives and delegates shall be certified by the Speaker; and the same shall be passed as jublic accounts, and paid out of the public

The question was then taken on the amendment, and it Mr. HAMLIN I have been instructed by the Co on Commerce to ofer the following amen

"For providing surf-boats, life-boats, and other means for the preservation of lite and property shipwrecked on the coast of the United States, ten thousand dollars, to be expended ander the control and direction of the Secretary of the Trea-

under the control and direction of the Secretary of the Treasury."

This is a matter which the Committee on Commerce have thoroughly considered. It has been the practice for the last few years to appropriate that sum as auxiliary to the lighthouse system. It has been found very serviceable, and has been the means of saving many lives. I have no more to say.

The amendment was agreed to.

Mr. KING. I ask the attention of the Senate to an amendment which I propose to come in at line 974. It is to change the amount of the appropriation which is made in that section of the bill, by striking out "fifty" and inserting "one hundred." The appropriation is made for the purchase of a site and the srection of a new custom-house at Mobile, and for the purchase of a lot on which it is to be built. It is to contain rooms for the accommodation of the post office, and also for the district court of the United Stass. It must be apparent to every Senator, that it is utterly impossible to purchase a lot and erect such a building as will answer the purpose of that city, the largest in the amount of its commercial business of any city south of Baltimore, except New Orleans. The appropriation in the bill for the continuation of the custom-house in Charleston is a hundred thousand dollars. We appropriated last session a hundred thousand dollars for the purchase of a lot there. All I ask of Congress is to give us a hundred thousand dollars, which is to be applied both for the purchase of a lot and the execution of a huilding. Even with chase of a lot there. All I ask of Congress is to give us a hundred thousand dollars, which is to be applied both for the purchase of a lot and the erection of a building. Even with that appropriation, we shall only be able to erect a very inferior building; but as I am not disposed to ask for extravagant appropriations, I hope this amendment will be agreed to.

The amendment was agreed to.

Mr. KING. Inasmuch as appropriations have been made for the construction of rooms for holding the district courts of the United States, I offer the following amendment:

"For constructing in the city of Montgomery, Alabama, court-room for the district court of the United States and for post office, \$15,000."

a post office, \$15,000."

I have information that the rent of rooms in Montgomery tis very great. Owing to its being a new town and the seat of government, the United States district courts are frequently unable, when the State courts are in session, to obtain suitable rooms. This is a small appropriation, and I have no doubt that the citizens of Montgomery, in order to have a suitable building for the purposes named, would contribute a considerable sum in addition to this appropriation. I hope this amendment will prevail.

amendment will prevail.

Mr. DOWNS. Precisely the same objections to this appropriation exist which were made in regard to the appropriation asked for the other day for Cincinnati and St. Louis priation asked for the other day for Cincinnati and St. Louis,
Mr. BRIGHT. I desire to inquire whether it is the policy
of this Government to build coart houses and post-offices in
the various States of this Union. If it is, I Seg to say that
there is no State in the Union in which they are more necessary than in my own. The civil authorities of the State of
Indiana are subjected to very great inconvenience in accommodating the district and circuit courts of the United States.
I object to this amendment because I believe it to be wrong in
principle. If it is adopted, I shall be compelled to ask as
much for Indiana as has been asked for any other State. I
would not begin with asking for post offices or any other
buildings which I did not believe connected themselves with the public service, but if a precedent is to be set, then I shall ask that we shall have as much as any other State in the

Mr. KING. I would be the last man to ask for an expen diture of the public money unless I believed it to be absolutely necessary. Whether the precedent be a good one or not, it has already been set. Appropriations of that kind have been made. They were made for the city of New Orleans.

Mr. FOOTE offered the following as an amendment to the

"And a like sum of \$15,000 for a like purpose for each of the States of the Union, at the capital of which a court-house and post-office have not been built at the expense of the Uni-ted States."

Mr. MANGUM. I should like to understand from the chairman of the Committee on Finance what is the probable condition of the Treasury? I think we have gone far enough in such appropriations as this. I am perfectly willing, where these facilities cannot be afforded in the different States, to extend them. But in the State which I have the honor to re present, ever since the adoption of the federal constitution the federal courts have been accommodated in the court-house of the State judiciary. The idea, I imagine, never entered the head of any man in that State that the Government should the head of any man in that State that the Government should be put to the expense of erecting or hiring buildings. My friend and colleague, (Mr. Badorn,) who is more conversant with the courts than I am, can testify that the United States courts have been accommodated frequently at the expense of the convenience of the State courts.

The amendment to the amendment was rejected. The

ent was also rejected. Mr. WALKER. I move to amend the bill by adding following, at line 1135:

the following, at line 1135:

"For the salary of John Catlin, as Secretary and Acting Governor of Wisconsin Territory, from the 10th day of June, 1848, to the 4th day of March, 1849, being eight months and twenty-two days, at the rate of \$2,500 per annum, \$1,828 77."

The amendment was agreed to.

Mr. SOULE. I have been reminded by my colleague in Mr. SOULE. I have been reminded by my colleague in the other House—the member from the first Congressional district of Louisiana, (Mr. La Sere)—that through a misconception on the part of the Committee of Ways and Means of the requisition made by the Treasury Department for the custom-house now in progress of construction at New Orleans, a sum of one hundred thousand dollars only had been appropriated by the bill before us. I hold in my hand a note explanatory of that error in which the chairman of the Committee of Ways and Means in the other House (Mr. BAYLY) has addressed to the chairman of the Committee of Finance of mittee of Ways and Means in the other House (Mr. BAYLY) has addressed to the chairman of the Committee on Finance of the Senate. The fact is, that the appropriation, as it stands, would hardly be sufficient to pay an outstanding bill for granite, due to a quarry in Massachusetts, which amounts, if I am well informed, to something over seventy thousand dollars. The demand on the part of the Treasury was two hundred thousand dollars over and besides the allowance made in the deficiency bill which we passed early in the session. I cannot doubt that the Senate will readily correct the error, by suffering the amendment to pass which I now send to the chair, the object of which is, to strike out "one," in line 964, and to insert "two," so that the appropriation may be 964, and to insert "two," so that the appropriation may be two instead of one hundred thousand dollars.

The amendment was agreed to. Mr. SOULE. I beg leave to offer the following amend

ment:

"For the topographical and hydrographical survey of the delta of the Mississippi, with such investigations as may lead to determine the most practicable plan of securing it from inundation, and the best mode of so deepening the passes at the mouth of the river as to allow ships of twenty feet draught to enter the same, \$50,000."

Mr. SOULE. Only a word, Mr. President. The calan ities which Louisiana has suffered of late years in consequence of the frequent and extensive inundations, occasioned by the overflows of the Mississippi, have at last aroused the public attention throughout the country, and provoked considerable inquiry as to the best means of preventing the recurrence of disasters which, if renewed, would inevitably ruin and destroy this bill should be passed to-day. It is now three o'clock, and there are, doubtless, many amendments yet to be offered. I hope the vote will be taken.

Mr. EWING. I wish to say a word in respect to this amendment. I do not like the provision in the bill, nor do I like to strike it out. It is wrong, but with an amendment it may be made right. As this provision stands, a member who resides near enough to this place to go home and return before the extra session commences, receives his mileage; but the member who resides so far off that he cannot go home receives no mileage nor per diem during the recurse of disasters which, if renewed, would inevitably ruin and destroy next the fearful evil; but none has been able to conciliate that approbation and to command that support which might have rendered an experiment under it acceptable, or even possible. Yet a vast amount of information has been collected under the action of a joint committee of the Legislature of that State, which will, I have no doubt, be of great service hereafter, as it will throw much light on the geological and hydrographical history of the regions watered by the mighty river, and furnish a body of observations from which the survey to be effected may derive most interesting and valuable data. But until a vote is taken on striking it out so that it will read as follows:

enough to admit vessels drawing upwards of seventeen feet of water. Those passes, through the deposites of the river, have gradually filled, so that they scarcely afford now a depth of more than twelve feet. The shipping and mercantile interests of the country have been much injured by, and still suffer heavily from, the obstructions thus accumulated at the entrance of that southwestern inland sea, and both require that immediate steps be taken to remove them. The survey which this appropriation contemplates to institute, will, in all probability, lead to the adoption of a scheme through which an end shall be put to a hindrance which, if not provided against, must soon close all ingress to and egrees from the river to all but the poorest kind of craft and to fishing boats.

The amendment was agreed to.

appropriation has been done in the evening, after six hours' service in the Patent Office, from nine in the morning till three in the afternoon. He had then in this interval—after six hours' work in the Patent Office, and the hardest kind of work; for he is one of the examiners—brought up his engine from one-third of a horse power to about four horse power, at the time it was exhibited at the Smithsonian Institute, and to about seven and a half now. That is to say, the same capacity which at the Smithsonian Institute gave but four horse power, now gives seven and a half horse power. That is the progress made since that time, and that is the progress now going on. He has been confirmed in a principle of the greatest moment, in any invention where power is to be used for the propulsion or moving of any thing. I will state it in his own words: "I demonstrated the important principle that the power is in the duplicate ratio of the battery employed." Which means, I suppose, that when he has added the power of one horse to the battery he has gained the power of two in the operation.

Of the appropriation of \$20,000 at the last session there is but \$6,000 remaining. The account for the whole has been settled at the treasury in a most regular manner. The appropriation now asked for is \$40,000, in addition to the \$5,000 remaining. Professor Page tells me that with the balance remaining, from the advance which he has made, he expects to

be able to run a car on a railroad of ten or twelve horse power, and that he will actually run it. The \$40,000 is for a larger

and that he will actually run it. The \$40,000 is for a larger experiment—an experiment either upon a ship employed in carrying merchandise or upon a ship of war, and he has reduced it to the smallest amount sufficient for that purpose. The amendment of this session differs only from the one which I offered a year ago, and which was adopted last session by both houses of Congress, in authorizing the Secretary of the Navy to compensate Professor Page for his personal labor, on condition of his giving his whole time to the experiments. He tells me that if that is done he will resign his clerkship and devote his whole time to it; but if that is not done he has to support his family and must retain his clerkship, and can only give his evenings, after six hours clerkship, and can only give his evenings, after six hours work in the Patent Office, to it.

rork in the Patent Office, to it.

Mr. President, the experiments of Professor Page have been subjected to every kind of test. Mechanics have examined them, scientific men have examined them, and they have been them, scientific men have examined them, and they have been the subject of an examination in an assemblage of scientific men at New Haven, in Connecticut, a short time since. On that occasion Professor Silliman, the elder, so well known to the scientific world, stated a very remarkable fact with respect to Professor Page. He said, "That some fifteen years ago Dr. Page, then quite a youth, brought to his laboratory a miniature model of his engine, and that he (Prof. S.) indulged at that time high hopes of this invention. From the great progress made in so short a time, and from what he now saw and heard, he believed great results would flow from it."

Mr. President, it was, I believe, the great Sir Isaac New ton who, speaking of his own discovery, and those of other eminent men, said that it was a great mistake to suppose that my great discoverer or great inventor conceived all or discovered all at once, the great principle or the great object for which he was in search; but that he began with having a mere glimmering of it, a dubious view of something which, being pursued, expanded and matured until vast results flowed from it. That seems to have been the case with Professor Page, who, fifteen years ago, when a mere boy, carried his invention to Prefessor Silliman, and then excited hopes in Professor Silliman's mind which he is proud to say are now wholly confirmed.

are now wholly confirmed.

Professor Johnson remarked that:

"Professor Page had paid too much for his zinc, and that his horse-power ought to be ten cents instead of twenty cents. At all events, a great advance had been made; for in Europe the cost of this power had been fixed at fifty times that of steam under the most favorable circumstances; that is the highest price of steam and the lowest of magnetic power."

Professor Page has brought them down to about equal, and when every thing else is considered it will be infinitely the

cheapest.

I refer to one single case now, and that is in disper with the use of these chimneys, which run up from every steamboat, which entirely prevent their being employed in some places on account of bridges, and in others produce great inconvenience. If this power was used, there would be no such obstacle. Professor Johnson went on to remark that it was free from the dangers attending the use of steam. Professor Henry, well known to us all, the secretary of the

"Said he had witnessed with great interest Dr. Page's experiments before the Smithsonian Institution, and was much delighted with the ingenuity exhibited in overcoming difficulties heretofore existing. Dr. Page had produced by far the most powerful electro-magnetic engine ever made within his knowledge."

We may say, then, that it is the most powerful in the world; for I believe that Professor Henry knows all that there are in the world. Professor Pierce, of Harvard University are in the world. Professor Pierce, of Harvard University—
"Said that this mode of measuring the power was entirely correct, and the best that could have been adopted by Dr. Page for the purpose. It was better than raising a weight, as it enabled him to work his engine for several hours under the load, and thereby ascertain the cost. It was the mode most commonly practised for measuring the power of engines. He felt astonishment and great delight at the results obtained by Dr. Page. It was truly a great result to raise 300 pounds of iron by magnetism through such a distance, and keep it in such rapid motion. This experiment alone carried conviction."

I will state, Mr. President, that I was one of the committee I will state, Mr. President, that I was one of the committee to whom was referred the memorial of Professor Morse, at the time that he applied to Congress for some assistance to enable him to complete his experiment for the electro-magnetic telesgraph; that wonderful piece of machinery, which is now spread over the continent, which goes from the Atlantic high up on the Missouri, and which strikes the Mississippi at various points, from its mouth to near the Falls of St. Anthony; that great machinery was then exhibited in one of the committee rooms of this Capitol. We saw it in its seminal prinsulpict.

commission of scientific men, amply provided with such forces and such implements as will enable them to carry it out successfully, it seems impossible that any thing like unity can be obtained on the part of those who have devoted or may here after devote their time and labor to the research of the great desideratum, in bringing forth some measure that may be likely to secure the attainment of the object sought to be promoted by this amendment.

Besides the important results thus briefly referred to, there is another object of vast moment, and almost equally worthy of the serious consideration of the Senate. I allude to the deepening of the passes at the mouth of the Mississippi is the main outlet through which have to pass the uncountable in the committee room, and although I was one of those who concurred in the report that the Government should extend to Professor Morse \$30,000 for the purpose of enabling that piece of machinery, worked over the committee room was to be worked over the entire continent, and to enable us to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles to converse with each other at a distance of thousands of miles at that time that piece of machinery, worked over the committee room was to be worked over the entire continent, and to enable us to converse with each other at a distance of thousands of miles at that time that piece of machinery, worked over the entire continent, and to enable us to converse with each other at a distance of thousands of miles at the time that piece of machinery, worked over the committee room was to be worke

Besides the important results thus briefly referred to, there is another object of vast moment, and almost equally worthy of the serious consideration of the Senate. I allude to the deepening of the passes at the mouth of the Mississippi. And this concerns not only that particular section of country which is made the special point of survey, but the whole Union, and, indeed, the civilized world. The Mississippi is the main outlet through which have to pass the uncountable millions of produce raised in the gorgeous valley which bathes in its waters, to be thence distributed to all parts of the inhabited globe.

It is known, Mr. President, that no later than fifteen or twenty years ago, there were passes at the entrance of it deep enough to admit vessels drawing upwards of seventeen feet of water. Those passes, through the deposites of the river, have

men than towice fact. The shipping and mercantils intoheavily from, the obstructions thus accumulated at the entrance
of that southwester nitural sec. and both require that immedists steps be taken to remove them. The survey which this
appropriation contemplates to institute, will; and probability,
lead to the adoption of a scheme through which an end shall
be put to a hindrance which; if not provided against, must
soon close all ingress to and egrees from the river to all but
the power taken of craft and to shaling boats.

The samendment was agreed to.

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MONDAY, SEPTEMBER 23, 1850.

MONDAY, SEPTEMBER 23, 1850.

At eleven o'clock the Sense proceeded to the consideration of
June, 1851, and for other purposes.

M. DENTON moved to amend by adding the following:

"For continuing and completing the caperiments to test
mechanical agent, for the purposes of navigation and
loose
motion, and the probable cost of using the same in diriving
a ships at eas, a boat on a river, or a railroad ear, or either of
them, with an engine of one bandred horse power, according
to the invention of Professor Page, the sum of \$46,000. Its
aspect of the sum of the sum of the sum of the sum of the response of the suprison of
the promotent of the sum of \$46,000. Its
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June, 1851, and for other purposes.

"To continuing and completing the caperiments to test
mechanical agent, for the purposes of navigation and loose

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mechanical agent, for the purposes of navigation and
loose

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the sum of the sum of the sum ject. He has made an engine in Baltimore; and, if we may credit the statements in regard to it, he has obtained a higher power than has Professor Page. Poor and friendless, he yet struggled alone, and against Professor Page with an appropriation of \$20,000 from the Government to aid him. Some time ago he filed his careau in the Patent Office for his invention, and since then he has been perfecting it, with a view to obtain a patent. Now, he has at least the right to ask from Congress "hands off," and that, in this fair struggle between rival genius, he may be allowed, poor and without aid, to enter the contest with Professor Page to the final goal of a patent. If Congress, however, shall decide to make this appropriation, I claim that he shall be put on an equality; but I make no such claim now, for I am opposed to the whole principle of voting money for any species of expethe whole principle of voting money for any species of experiments, and particularly at this time, when we see that the first abuse leads to such results.

Mr. BENTON. I wish to say but a word. Profess.

Page, in the year 1839, got about as far, I believe, as any other experimenter has yet gone. He has since abandoned the principle upon which he was acting then, and adopted another, in which, I apprehend, he has gone further than any one has yet gone; and it is one which makes the results of what has yet gone; and it is one which makes the results of what he is now doing far beyond in value any thing that could be derived in value from the old principle. The old way is described in Professor Silliman's journal for 1839. But, without going into that matter, I may say that Professor Page had long had this thing before Congress—long enough to have enabled every member and the whole public to have judged of it for themselves. Before the appropriation was asked at the last session, he exhibited his engine in this city to every body. session, he exhibited his engine in this city to every body.

A committee of Congress was appointed to go and examine it, and upon the report of that committee \$20,000 was appropriated. Since that time he has carried on his experiments under the supervision of the Secretary of the Navy, so that every thing he has been doing since that time has been subevery thing he has been doing since that time has been sub-jected to the eye of authority, and that authority an officer of the Government. Besides that, he has on all occasions sub-mitted his experiments to the examination of every member of Congress who might choose to go and look at them. He has therefore brought forward his invention in a way to claim the highest sanction that could be claimed for it. With respect to future appropriations, the amendment itself is distinct and specific. What is now asked is, to try the experiment and specific. What is now asked is, to try the experiment upon a scale commensurate with some of the great purposes of life. The \$40,000 is to prepare a vessel and apply that power to it, and run it, if it can be run, so as to decide the question. And I think the magnitude of the object requires that it should be placed beyond a doubt one way or the other.

Mr. DICKINSON I rise to state a fact, and to ask a vote on this question. I have just received a letter from one of my constituents in New York, whose character is well. of my constituents in New York, whose character is well vouched for, asking me to endeavor to get an appropriation for him for experiments in a valuable invention and discovery he has made in regard to steam engines. He cites the fact that Professor Page received an appropriation of \$20,000 last year, as a precedent for the appropriation which he asks to be made to himself.

Mr. FOOTE. After what my colleague has said, I deem

Mr. FOOTE. After what my colleague has said, I deem it unnecessary to go elaborately into this subject. I certainly concur with him in every thing he has said, both as regards the impolicy of this appropriation, and the merits of one of our constituents, of whom he has spoken so favorably. I must say, also, that, although I voted for the former appropriation for this purpose, I have been dissatisfied with myself ever since; for I think it was the most wasteful expenditure of public money in a small way this Government has ever practised within my recollection; and a repetition of the act would be marked with exceeding folly and indiscretion. I therefore cannot vote for this amendment. I heard Professor Page lecture twice, and I do not wish to call in question his ability and capacity as a lecturer, a man of science, or as a Page lecture twice, and I do not wish to call in question his ability and capacity as a lecturer, a man of science, or as a gentleman. I heard him when he lectured in the hearing of the committee, and I heard him only a few weeks ago, and my own opinion is, that he is not much better informed on the subject now than he was a year or two ago. At any rate, I listened to his last lecture with less interest and no more edification than I did to his first; and during the whole of that lecture I was lamenting that I had ever concurred in an appropriation of money to enable him to indulge in a course of experiments which seem to attract the admiration of some experiments which seem to attract the ad

gentlemen in so especial a manner.

I do trust that the Senate will not again throw away any of the public money in that manner. We had an understanding a few weeks ago that all our past follies in this line were herea few weeks ago that all our past follies in this line were hereafter to be avoided; and, although we had been hitherto extravagant in the publication of books, maps, &c., that hereafter it is our design to reform ourselves in that respect, and to
avoid the unnecessary waste of the public money which had
heretofore been practised.

Mr. G WIN. I recollect that when I was a member of the

other house, some eight years ago, a proposition was brought up to give to Professor Morse \$30,000 to make experiments in his electro-magnetic telegraph; and we heard then just about the same train of remark in opposition to it as has been indulged in by the Senator from Mississippi on this occasion. It has proved, however, to be one of the most value. able and important discoveries of the age, and one which I believe would not have been put in operation for years had the Government not then assisted him. Therefore, with this example before me, I shall vote for the small appropriation

which is here proposed.

Mr. UNDERWOOD. I wish to amend the item "For supply of deficiencies in the fund for the relief of sick seamen, including the furnishing of five new marine hospitals now building, viz: Paducab, Kentucky; Chicago, Illinois; Natbuilding, vis: Paducan, Rentucky; Chicago, linnois; Nat-ches, Mississippi; Napoleon, Arkansas; St. Louis, Missouri, \$200,000;" by adding, "For the relief and protection of mariners and boatmen on the Western waters, to be disburs-ed under the direction of the Secretary of the Treasury,

I wish to state to the Senate some facts in regard to this subject. I have reed the clause which shows that the defi-